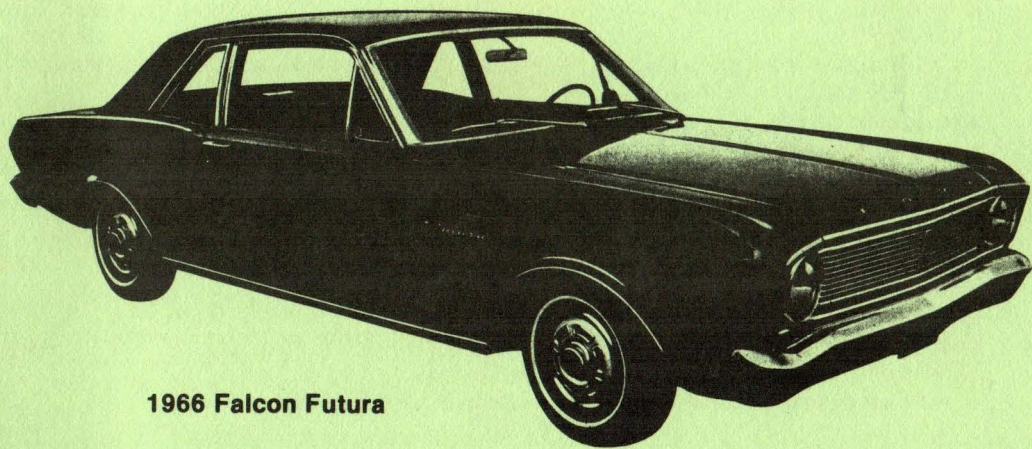


The *Falcon* **News**



1966 Falcon Futura

AUGUST 1985

VOL. 7, NO. 1

FALCON CLUB OF AMERICA
P.O. Box 113
Jacksonville, AR 72076

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The newsletter dedicated
to Falcon lovers
... everywhere!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$12.00, and are payable to The Falcon Club of America, Post Office Box 113, Jacksonville, AR, 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR, 72076. Phone (501) 982-1029.

Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR, 72086.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR, 72076.

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Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024.

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Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

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PACIFIC: Sharyn Fabey, 4724 N. Pal Mal, El Monte, CA, 91731.

The Falcon Club of America Newsletter is printed and published by Bill's Printing - Searcy, AR
Cover photo submitted by Roy Sword

CHAPTERS

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN, 38134.

The Lone Star Chapter

Jerry Hutchinson, #1673, 2724 Townsend Dr., Ft. Worth, TX 76110. For information call (817) 921-9258.

The Founder's Chapter

Linda Acrey, 1208 S. Center, Lonoke, AR, 72086.

The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

The Rocky Mountain Chapter

David Jeffries, 7965 North Lowell, Westminster, CO 80030.

Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA, 98204.

Mid-America Chapter

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS, 66212.

Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE, 19933.

The Northeast Chapter

Milton Robar, Rt. 67, Warren Rd., Pauler, MA.

The Arizona Chapter

Pete Hoffman, 7523 Edgewater Circle, Mesa, AZ, 85208.

The Alamo Chapter

Gil Stewart, 3710 Tamil St., Austin, TX 78749.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI, 54911.

The Suncoast Falcon Chapter

Steve Lee, 340 High Street, Tarpon Springs, FL, 33589.

The Southeast Chapter

7164 Hwy. 212 N., Covington, GA, 30209 (Phone [404] 483-8756).

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 3306, San Diego, CA, 92103.

The Ford Falcon Club of Los Angeles, 4724 N. Palmag, El Monte, CA, 91731.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA, 15133.

Comet Club, 5878 Hobe Ln., White Bear Lake, MN, 55110-6466.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE

Here we are about to get *The Falcon News* out when it should be getting out. The August issue is ready to get to you by the first of August. Hope you like this, because we owe it to our new editors. (Thanks, Bill & Kathy.)

Our editors plan to be at the meet in Kansas City so be sure to give them your comments, suggestions, or whatever about the newsletter.

I have noticed that some of you have sent *Falcon News* materials to the post office box. Please send them to the address of the editors. This may keep your material from being late. Also if any of you have questions for me, be sure to use my home address. Both addresses are listed in the front of *The Falcon News*.

Roy E. Sword
President, FCA

EDITOR'S NOTE

Thanks to all of you who contributed to this month's newsletter. We have some more interesting articles coming in future issues.

Letters are coming in daily, and we are excited about your participation. Keep it coming.

See you August 9 and 10.

Bill & Kathy Woodell

MEET REPORT

Suncoast Chapter

On Saturday, May 11, several members of the club drove to the Clearwater Fairgrounds to the Clearwater Sertoma Collector Car Festival. There were enough members to form our own "Falcon Classification" along with many other groups of cars. There was judging open to the public, voting for first and second place in each classification.

Russ & Harriet Hoeksema took first place with their white 1964 Falcon Convertible, and Diane Amey took second place with her red 1963 Convertible.

CALENDAR OF EVENTS

JULY 20, 1985

The Founder's Chapter will meet in Jacksonville at the Western Sizzlin Steak House at 6 p.m. Try to attend this meeting and make plans to caravan to the National. For more information call Pat Sword at (501) 982-1029.

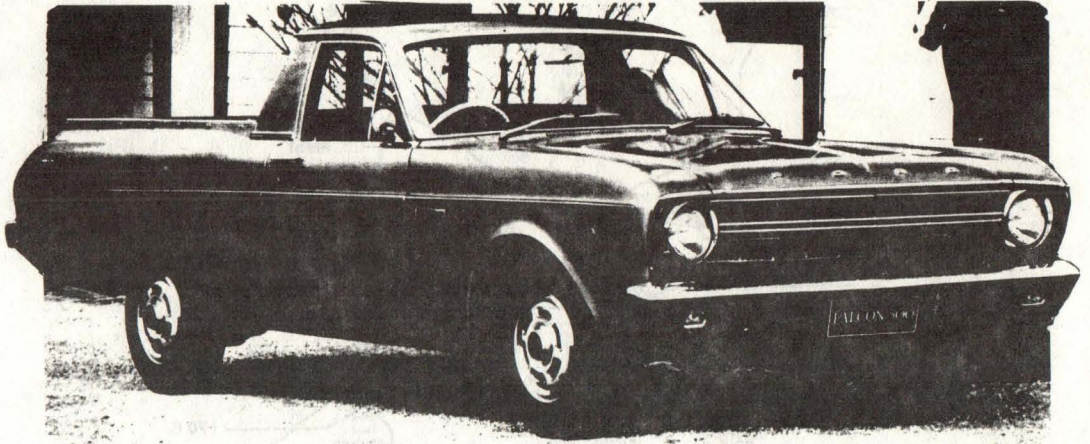
The Falcon News will now accept Commercial Ads for the newsletter. They must be sent to the Editor. All ads must be received by the 10th of the month or it will appear in the next issue of *The Falcon News*. Payment must accompany all ads.

ALL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN *THE FALCON NEWS* ONLY WHERE SPACE PERMITS.

FULL PAGE	\$50.00
HALF PAGE	30.00
QUARTER PAGE.....	20.00
BUSINESS CARD.....	5.00

5

67 Falcon Utility

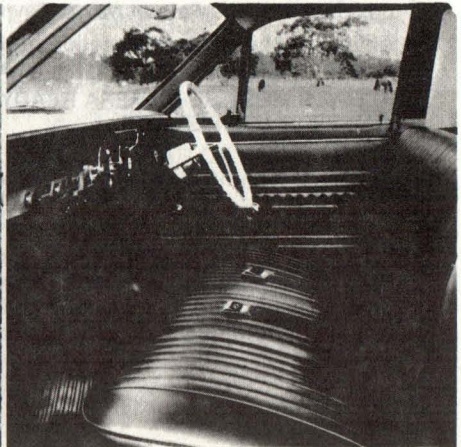


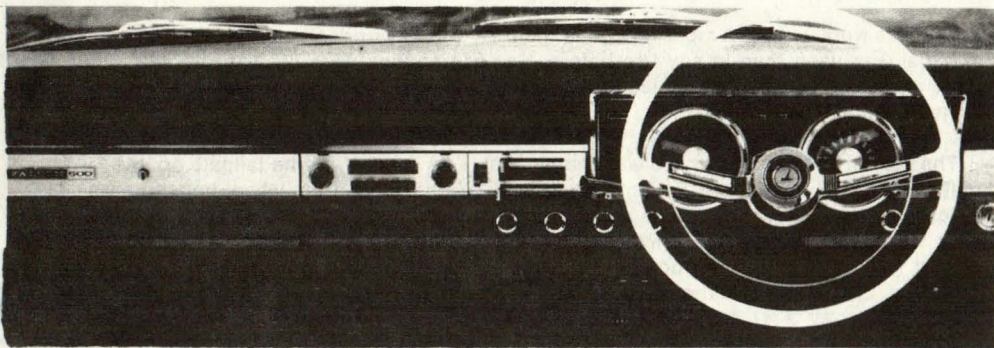
Contributed by Gene Makrancy of The Ranchero Club

In September of 1966 in North America, the all new Falcon was starting its second model year. The Ranchero pickup car was leaving the Falcon family and becoming a "Big Boy" with a name change to Fairlane.

In September of 1966 in Australia, the all new Falcon was making its first appearance. Its styling was compared to an exciting foreign sports car, the Ford Mustang. As ads read, this was the all new "Mustang-bred Falcon."

Falcon was a sales success and on its way to become Australia's most loved car line. A four door sedan and station wagon were offered. Australia's Falcon wagons were all Falcon (unlike the U.S. version) and unique from the "B" pillar back. A Falcon and Falcon 500 were offered with the Fairmont, the luxury model (imagine an LTD in a Falcon body and you have a Fairmont).





The Utility pickup car returned in the line with either Falcon or the Falcon 500 trim. A body style dropped from the North American line with the '65 model year was the sedan delivery. It was to remain in Australia, but changes were made to make it more competitive. It was now called the Falcon high roof van. This Falcon gave birth to vanning in "Oz".

The Utility was more than any other competitor offered, more style, more cab space, more loadspace, and more strength.

Styling was that of the U.S. Falcon with only a new grille unlike either '66 or '67 North American grilles. Utes were to use the four door sedan front doors, not like Ranchero. Tail lamps were shared with sedans and wagons. No rear bumper was used on the Ute. Instead, two rubber bumperettes wrapped each corner. The area below the tailgate opened for spare tire storage.



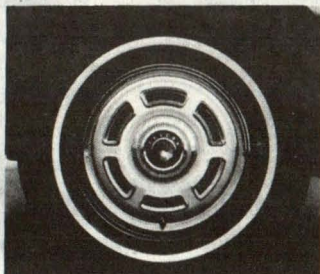
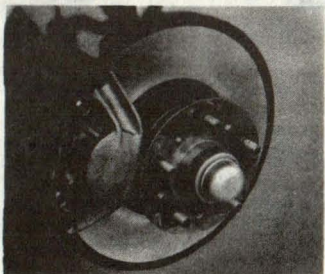
Power Steering



"Mustang 289" V8 Engine



"Super Pursuit 200" Engine



"Cruise-O-Matic" Dual Range Automatic



Interiors were wide and more luxurious than any Ute in its price class. More sound deadening material was used than in any Ute before. Non-sag springs were used in the seats that were three people wide. A big parcel shelf was behind the seat. There was no interior cargo space in a Ute as found in Ranchero.

The Falcon Utility cargo space was the biggest in its class. With the tailgate up, the load floor measured 67.5", almost 10" longer than before. Width between the wheel housings was 44.6". Falcon's main load floor was one piece welded steel with integral skid strips. The forward floor area was laminated board with steel skid strips. This whole load-area was reinforced into a strong floor to frame construction, plus thicker key structural sheet metal, and a one-piece bulkhead. Load height for the Ute was only 23"

Power was from two improved six cylinders, the "Pursuit 170" and the "Super Pursuit 200". The 170 was rated at 111 bhp. The 200 was optioned but standard in the Falcon 500 Utility and put out 121 bhp. For the first time the Australian Falcons had a V-8. This was the Mustang 289 producing 200 bhp.

A 3-speed manual transmission was standard with a synchromesh first gear standard on Falcon 500 Utility, optional on Falcon Utility and Van. Fordomatic 3-speed automatic and Cruise-O-Matic 3-speed automatic were optional.

The beauty of Falcon was more evident in its finish. Ford used an exclusive nine-stage paint process. The shine was new "Super Diamond Lustre" acrylic baked enamel. Undercoating was applied to all vital under body parts to lock out rust. The nine stages to the paint process were: Stage 1, metal sanded and degreased; Stage 2, hot phosphate spray; Stage 3, zinc primer; Stage 4, underbody dip; Stage 5, epoxy primer-red coat; Stage 6, epoxy primer-grey coat; Stage 7, baked enamel, first coat; Stage 8, baked enamel, second coat; Stage 9, baked enamel, third coat.

Production is marked by series. This was the XR Falcon series. The production began in September of 1966. Totals until the end of 1967 are: 10,486 Utilities and 2,019 Vans. The photos included with this article give a better comparison to the Ranchero and Utility than words could. These were the pickup cars from Ford for 1967.



OLDER CAR PROBLEMS AHEAD?

AARP News Bulletin, June, 1985 (Submitted by Eloise Huntsman, Dakota City, NE)

AARP members, as well as all other older citizens with cars of 1974 vintage or earlier, should be alerted to difficulties which will result in the near future when all lead content is eliminated from regular grade gasoline as mandated by the EPA.

All gasoline-fueled vehicles of model years 1974 and earlier will be adversely affected. These engines were designed for regular grade gasoline with tetraethyl lead additive, and the lead is essential for valve lubrication. Automotive experts are unanimous in predicting valve failure when the lead is eliminated.

The choice, then, is either abandon the car, or expensively overhaul the valve system. The overhaul job may well exceed the car's market value.

I venture to say that many older citizens will be in this situation but are not aware of the EPA mandate. Perhaps a deluge of mail to our Congressmen might induce them to influence EPA to delay this action.

These older cars will gradually disappear, accompanied ultimately by the disappearance of the leaded gasoline problem.

E. N. Layton, AARP Member

Note from AARP News Bulletin Editors: According to the Environmental Protection Agency in Washington, D.C., current plans call for the lead content in regular grade gasoline to be reduced gradually, beginning on July 1, 1985, and continuing until all gasoline is lead-free by Jan. 1, 1988. However, the agency is still taking public comment on this plan. To voice your opinion on the question of the reduction of lead in gasoline, write: Environmental Protection Agency, Central Docket Section, Docket no. EN-84-05, 401 M St. S.W., Washington, D.C. 20460.

Note to FCA members: Let's write the EPA and voice our opposition as club members.

IN SYMPATHY

Dear F.C.A.,

Our son, Daniel M. Dunlop, member #455, was killed instantly on November 7, 1984, when a drunk driver crossed the middle line hitting Dan's car head on. Dan was returning from work and was about a mile away from home. The other driver is pleading "not guilty", and so far has not been brought to trial. I'm wondering if car clubs like the F.C.A. got together, maybe we could help to keep some of the drunk drivers off the road. Thanks for letting me say this.

*Sincerely, Bettyann Dunlop
Mother of Daniel Dunlop
Yreka, CA*

FALCON CLUB OF AMERICA

SIXTH ANNUAL NATIONAL MEET

AUGUST 8, 9, 10, 1985

Car Entry ★ Banquet Tickets ★ Swap Spaces ★ T-Shirts

Please Print Information:

Name _____

Address _____

Registration for Car: \$20.00 at meet

\$15.00 if pre-registered before July 8, 1985

Year	Model	Body Style
_____	_____	_____
Year	Model	Body Style
_____	_____	_____
Total Cars	Total \$	
_____	_____	

Swap Spaces: Members	\$10.00	_____
Commercial Members	\$25.00	_____
Non-Member Commercial	\$35.00	_____
T-Shirts	\$ 8.00	_____

Banquet Tickets: Adult _____ @ \$15.00* _____
Quantity _____
Child _____ @ \$ 6.50 _____ (children under 12)
(Child's plate includes hamburger, fries & vanilla ice cream)
Total # _____ \$ _____

*includes tax and gratuities.

Total For Car Registration:	_____	T-Shirts:	_____
Total for Swap Spaces:	_____	Total Amount Enclosed:	_____
Total For Banquet:	_____		

Send check and entry form to: Jim Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212



REGENCY PARK

Resort and Conference Center

Suburban Kansas City
9200 Metcalf
Overland Park, KS 66212

RESERVATION REQUEST

TO INSURE PROPER RESERVATIONS, RETURN THIS CARD TO THE REGENCY PARK PRIOR TO YOUR CUT-OFF DATE

Falcon Club of America

Check-in August 8, 1985

Check-out August 11, 1985

Cut-off July 11, 1985

Rate: \$50.00 Single or Double + tax

NAME	LAST	FIRST	INITIAL
COMPANY			
STREET			
CITY	STATE	PHONE	ZIP
ROOM TYPE: SINGLE <input type="checkbox"/> DOUBLE <input type="checkbox"/> TRIPLE <input type="checkbox"/> QUAD <input type="checkbox"/>			
SHARING ROOM <input type="checkbox"/>			
ARRIVAL	DATE	DEPARTURE	DATE
CHECK IN 3:00 P.M.			
CHECK-OUT 1:00 P.M.			

ALL RESERVATIONS ARE TO BE
GUARANTEED BY FIRST NIGHTS
DEPOSIT OR MAJOR CREDIT CARD

GUARANTEE

☐ ADVANCE DEPOSIT
AMOUNT \$

☐ MAJOR CREDIT CARD

SIGNATURE

TYPE

NO.

EXP. DATE

CALL ANY CHANGES OR CANCELLATIONS TO
RESERVATIONS TOLL FREE

1-800-332-5095 (KANSAS), 1-800-255-5030 (U.S.A.)

HOTEL SWITCHBOARD 1-813-648-7000

CANCEL RESERVATIONS PRIOR TO 4:00 P.M.

FALCON SPRINT ROAD TEST

© *Motor Trend Magazine*, Feb. 1964, written by Jim Wright, Technical Editor
Submitted by Gene Reginelli, Little Rock, AR

The Falcon might be too small to prove its worth on NASCAR's Grand National circuit, but it still comes in for its share of Ford's Total Performance program in the tough and too-little-publicized (in the U. S.) international rallies.

The European rallies, unlike our own navigational events, are usually several thousand miles long and run at quite high speed averages. Most of the emphasis is placed on car and driver rather than how skillful the navigator is with his handy-dandy pocket computer and battery of instruments.

During the '63 season, Falcon started off with a class win in the tortuous, snow-plagued Monte Carlo. This first showing was followed by overall wins in the Tulip, Geneva, and Mexican rallies, plus another class win in the Alpine Rally. The team also finished second, third, and ninth overall in the Trans-Canada Rally to take both the team award and the manufacturers award. This year, the factory's rally plans are even more extensive, because as they put it, "European rallies are a severe test of total performance for the entered cars — including durability, handling, braking, and acceleration." This statement sums up rallying's purpose to a "T".

Motor Trend's test Falcon came to us showroom fresh. It hadn't been prepared in any special way other than normal tuning and servicing, and it was just the same as any new-car buyer would've expected. This, in fact, is the way we get all our test cars, no matter whether they come direct from the factory, through our local zone office, or from a friendly dealer. Our test cars are always completely stock.

When we tested our last Falcon, the Sprint V-8 version hadn't been introduced, so this year we specified that the test car be equipped with the Challenger "260-2V" engine. We also asked for the four-speed manual transmission and the standard 3.25-to-1 rear axle, because we go along with the factory's recommendation that this offers the best combination for both acceleration and economy for the average driver. Other options included power steering and oversized (7.00 x 13) tires, keeping price at an average sum.

Although we've long been impressed by the basic Falcon package (it would always run hard and long and deliver fairly decent gas mileage), we didn't feel it offered the degree of overall performance that suited our personal needs. But this was before they added the 260-cubic-inch V-8 to the option list to create a package that compares with the best of them. This isn't to say that the "260" engine is one of those rough-idling, hard-to-maintain, highly stressed performance mills. Quite the opposite — it puts out a decent 164 hp at 4400 rpm and 258 pounds-feet of torque at 2200 rpm. Yet valve timing is decidedly mild, a two-barrel carburetor the same, and the 8.7-to-1 compression ratio demands nothing more expensive than a good-grade, regular gasoline. This engine, first introduced in the larger Fairlane series, has proved completely reliable, so maintenance bills should be few and light with this package.

The Falcon we tested last year seemed to take all afternoon to go from zero to 60 mph — a condition that can make us awfully uncomfortable when trying to enter one of today's high-speed freeways from the average too-short access ramp. The Sprint V-8 chops this time almost in half — from 19.6 seconds down to an acceptable 10.9. Over the standing quarter-mile, the six-cylinder Falcon took 22.7 seconds and managed a top speed in the traps of 64 mph. The Sprint can do an 18-second, 78-mph quarter with little apparent effort. Absolute top speed with the Six was 90 mph, and it was really straining to do that. Down the same Riverside Raceway backstretch, our test Sprint ran quickly and easily to 105 mph.

Also notice that this year's version has a curb weight almost 300 pounds more than last year's model. Most of this is in the difference between the Six and V-8 engine/transmission/rear-end packages. But the '64 also has a little more beef in the chassis and body unit, as well as more sound-deadening and insulation materials.

During our acceleration runs, wheelspin wasn't too much of a problem, and it didn't take any degree of either skill or care to get good, clean starts. The engine wound easily to the shift points in every gear — in this case we used 4500 rpm as a shift point, although the engine would wind to a maximum of 5200 rpm. But from 4500 on up, performance fell off. The shift linkage worked very smoothly and was positive enough to allow full-throttle shifts without beating the transmission's synchromesh. By flooring the throttle and dropping the clutch, the rear wheels could be made to break loose, and under these conditions, a small amount of spring wrap-up was evident. But as mentioned, you have to go to extremes to produce it, and this wouldn't be a problem even under normal drag strip workouts.

Unfortunately, you can't get an increase in performance like this without it costing you something somewhere — in this case, right in the old gas mileage department. We managed to crowd in 1800 miles of various kinds of driving during the two weeks we drove the Sprint. Our log shows that overall average during this time was 15.2 mpg. (The Six delivered an overall of 20.6 mpg for 930 miles of all kinds of driving.) Several long-distance, open-road trips showed that the Sprint would consistently deliver in the 17-19-mpg range, depending on road and weather conditions. Around town, stop-and-go driving dropped the average down to 13.6 mpg.

The brakes proved adequate for the conditions we subjected them to, but still we feel they could be improved. A check of last year's specifications shows that the 2754-pound, six-cylinder test car had 114.3 square inches of effective brake lining. The test Sprint, which weighed 3040 pounds, had slightly more effective area (127.8 square inches). This figures out to less actual braking force than the Six had. By dividing the car weight by effective brake area, we discovered that the brakes in last year's test Six had only 19.3 pounds of car weight for each square inch of brake area, while the brakes in the Sprint have to contend with 23.8 pounds per square inch. There've been rumors that the Sprint will soon be available with caliper disc brakes as an option.

(Cont. next page)

SPRINT ROAD TEST, (Cont.)

Our Sprint wouldn't stop in so short a distance as the Six, but the distance was still within acceptable limits. We used the brakes hard during our acceleration and top-speed runs, and fade was about normal. The binders survived several maximum-effort stops from top speed before they faded completely. But after a short cool-down period, they were as good as new and stopped the Sprint without pulling to either side and without locking up suddenly or unexpectedly.

The test car didn't have heavy-duty suspension options installed (the suspension is beefier than that used on a Six), but we think it would've been an improvement if they had been. The front suspension wasn't too bad — an anti-roll bar is used for greater roll stillness — but the rear end is something else again. If there's any roll stiffness at all here, it wasn't apparent. Both the springs and the shocks felt too limber for anything but normal driving, and conditions can't always be normal. Rear-end sway was very noticeable when the car was cornered hard. We definitely recommend stiffer springs at the rear and heavy-duty shocks all around, especially for the driver who gets a kick out of driving.

Steering, even with power assist, also felt too slow, especially for the size, weight, and character of the Sprint. It takes 4.6 turns to get from lock to lock and would really be much more precise if this were reduced to at most 3.5 turns. We've also driven this model without power assist, and while it's slightly heavy, we don't think the average woman would have any trouble with it.

Like previous Falcons, this one is a basic understeerer and will push the front end in most corners. However, due to the front-to-rear suspension differences, the rear end has a tendency to break loose long before the front end reaches its limit of adhesion. This'll happen even more suddenly if you're not careful about how much throttle you're applying in the corner. Out on the highway, the car was stable and had good directional stability as long as crosswinds didn't blow too hard.

From a quality standpoint, the Falcon has always compared with the best in its price class. This new one seems to be built the same way. Panels, fittings, and trim all fit well, both on the interior and outside. There was a certain amount of noise inherent in the convertible top mechanism, but hard use over rough dirt roads didn't produce any body rattles. Wind and road noises were within acceptable limits for a convertible. Engine noise seemed a trifle loud, but here again, this was a convertible.

Interior room is adequate for a car built on a 109.5-inch wheelbase. Last year, we felt cramped by both the size and location of the steering wheel as well as the seat travel. This year, they've reduced the diameter of the wheel and shortened the steering column. This puts it closer to what the average driver will need, but we still found that the seat wouldn't go back quite far enough to let six-footers find a really comfortable driving position.

The instrument cluster is easy to see, and all knobs, switches, and controls are fairly easy to reach from the driver's seat. Warning lights still signal lack of oil pressure and generator failure, but there's a temperature and fuel-level gauge. The bucket seats give good all-around support and are comfortable even on long hauls. Overall driver vision is good, although the paste-on rear-view mirror is mounted too high to allow full utilization of the rear window.

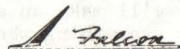
Extended lubrication periods are continued, and the factory offers a 24,000-mile or 24-month warranty on all models.

Editor's Note — This article also listed the base price as \$2824 and the test car's price at \$3248.05, not including tax and license.

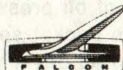
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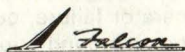
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Comet Parts Also
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(503) 241-9454



NWCF is in the business primarily to sell parts to people restoring their cars and especially Falcons. So when we buy a car, other than for our own collection, it is usually with parts in mind. However, in recent months we've acquired several Falcons that are just too good to be parted and deserve restoration. We currently have: 61 4-door deluxe wagon, excellent interior, good body, complete, white with red and white interior, auto, needs engine; 63 Sprint hardtop, auto, white, black interior, good body and interior; 64 Futura hardtop, V8, 4-speed, good body, interior needs work, bucket seats, turquoise in and out, (8322 produced); 64 Futura convertible, red on red, V8, 4-speed, bucket seats (2980 produced), good body; 64 2-door sedan, basic model, 43,000 original miles. These are all Northwest cars and are solid bodies with no salt rust. Some need total restoration but are complete; others you can drive while restoring and some just need some TLC. Photos and/or videos are available. They all have definite potential as good cars and as investments. Call or write for details and prices. This is a good time to consider buying. Shipping is easier in summertime and of course, some time off in the summer for a trip to pick up a car isn't a bad idea either! And winter is a good time to study the car, gather parts and begin work. If you're in the market for a Falcon, give these cars some thought. We realize Portland's a little out of the way for a car, but sometimes spending a little more initially on a good, solid car can save you money in the long run.



**NORTH WEST CLASSIC
FALCONS**
If I Don't Have It, I'll Find It
Comet Parts Also
1964 N.W. Pettygrove • Portland, OR 97209
(503) 241-9454



TO OUR FELLOW FCA MEMBERS: With the Nationals rapidly approaching, we thought this would be a good time to remind everyone that NWCF is just a few days away if there's something you need for your special Falcon and to let you know just who we are, what we do and how we feel about Falcons. Four years ago we took a ride on a beautiful Easter Sunday in our friend's 1929 Model A rumble seat. We decided a collector car was our next purchase. After looking at several vintage cars out of our price range and not quite our style, we lucked onto a nice 63 Falcon Sport Convertible. That was for us!

In the process of locating additional parts for our car, one thing led to another and here we are. Our business, begun officially in January, 1983, in our very small house as a mail order business, grew enough to warrant a move to our shop in northwest Portland in July, 1984.

We have a good selection of new, NOS, reproduction and quality used parts for all Falcons that continues to grow on a daily basis. If we don't have it, we'll make an effort to locate it. We can't always promise that we'll have everything when you need it and sometimes it takes a while to find the right piece but we do try and help with all your parts needs.

A large part of our business is, of course, providing parts but even more important is the service we provide. We spend a lot of time looking for NOS and quality used parts, new sources for reproduction, studying parts books for the correct information, buying parts and cleaning parts so that you can get what you need at competitive prices. We always try to be courteous, prompt, honest and fair. But like anyone else, we make mistakes at times. When we do, we work with you to work out the problem and we stand behind what we do.

We work hard at this business, not only because it's our livelihood but also because Falcons are our hobby and we enjoy them. We drive them (That's all we drive!), take care of them, take them apart and put them together. We learn something new every day and the benefit of that gets passed on to you.

Falcons are a good investment when properly restored and/or well maintained. Our feeling is that as long as we all spend our hard-earned dollars on some form of transportation, it ought to have some investment value and be a pleasure as well. Our business supports us and provides you with the parts, information and advice (That's free!) to maintain that investment and if it wasn't for you, we couldn't maintain ours. We've got a give-and-take relationship here and we do our best to remember that.

Write; we'll answer. Call; we'll talk. Come visit. We do appreciate your patronage.

Sincerely,
Ron & Jean Boesl

CARS FOR SALE

1963 Sprint, 289 V-8, Holley 2 bbl., Borg Warner T-10 4-speed, Hurst linkage, '66 Mustang GT styled wheels, FR70-14 steel radials, immaculate inside and out, bright red with black interior, \$5,000. Gordy Troy, 24 Hillside Ave., Gt. Barrington, MA 01230. Phone (413) 528-1546 after 5 p.m.

1963 Sprint Hardtop, 260 V-8 3 spd. New tires, interior, shocks, brakes. Completely stock except for tach. This car is a real cream puff and runs like a champ. Years of loving care make this car a real buy at \$3,000. Phone (208) 345-1385 or write Ron Helwege, 4071 Law Ave., Boise, ID 83706.

1964 Falcon Sprint, 260 automatic, never rusted, never wrecked, excellent cond. Orig. bought new in Arkansas, orig. hubcaps, engine bad, \$875. **1964 Falcon Sprint**, factory 4-speed, factory dash intact, never rusted, never wrecked, 2nd owner. Bought new in Memphis, TN. Car is in new condition all over. Orig. \$3,950. Clyde Gentry, 611 Baylor Dr., West Memphis, AR 72301. Phone (501) 735-7324.

1963½ 76B Convertible, green ext., black int., 170 auto., no floor, runs, 90% complete, needs work. \$1,000 or trade? Brian Lukas, 1107 Curtis St., Albany, CA 94706.

1966 Falcon Futura, 2-door sedan. Repainted dark blue, bumpers rechromed, Falcon spinner hubcaps, 289 cu. in., 3-speed manual, 47,000 mile car. All original, not changed. \$2,500 with car cover. **1964 2-door Station Wagon**, original black paint, original steerhead seat covers in excellent shape, fresh 170 cu. in., rebuilt 3-speed trans., rechromed rear bumper, perfect front. Some floor rust, *no main support rust*. How many have you seen? This is not even in Ray Miller's book. No 1964 or '65 2-door wagons at all. \$2,500 firm. **1964 2-door Htp Futura**, 260 cu. in., 3-speed manual trans. All there. *Needs total restoration*. Make offer. William Frederick, Sr., 19 East Ave., Swedesboro, NJ 08085. Exit 2, New Jersey Turnpike, easy to get to. Phone (609) 467-4286.

1964 Falcon Futura, 2 door, split bench seat, V-8, A.T., black w/red interior, 83,000 miles, restored to original, excellent, guaranteed, \$2,850. George Penick, 8621 Coach Road, Tallahassee, FL 32308, phone (904) 893-7946.

1968 Falcon Sport Coupe, white over red, bucket seats, 289 V-8 engine, automatic. In the last year and a half it has been painted, new chrome wheels, tires, Monroe shocks, complete brake job, lower A frames. Just licensed and inspected in June. A true bargain at \$1,500. Thomas J. Meeks, 13710 Old Seagoville, Dallas, TX 75253, phone 286-9746.

1964 Sprint Convertible, 76A, Bench Seats, Prairie Tan color, 260 CID engine, auto trans. Very original, no rust, garaged, 97 thousand miles. \$4,200. Bud Greene, P.O. Box 3490, Seattle, WA 98114. Phone (206) 322-8833 days, (206) 937-2212 evenings.

1965 Ranchero, 289 factory 4 bl., 3 speed on column, factory A/C. Original carpet & spare. New tires. Black & white exterior, red interior. Gorgeous pampered truck. \$3,500 firm. Paul White, 28 Okaloosa, Sorrento, FL 32776.

PARTS FOR SALE

Parting out the following cars: '63 2-door wagon, '62 4-door wagon, '64 4-door sedan, '61 2-door sedan. Many good rust free metal parts, glass and interior, too. Also have a number of 3-speed ('60-'63) transmissions. Send S.A.S.E. w/needs. Brian N. Lukas, 1107 Curtis St., Albany, CA 94706. Phone (415) 525-9226 evenings.

All 1964: front fenders, \$150 pr.; stone deflector, \$30; radio, \$25; 2 speed wiper motor, pump, switch and reservoir, \$50; S.W. gas tanks, \$40; dash plastic chrome complete, \$45; hoods, \$30; 6 cyl. radiator (recored), \$45; S.W. roof rack — nice, \$35; S.W. tailgates, \$50; parking brake assy., \$12.50; S.W. tail lamp buckets, \$22.50 ea.; 3 6 cyl. engines, 3 auto. trans., make offer. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601.

1964 Falcon Sprint parts car, no motor or trans., right side fender, front grille and bumper were junked. Body 63D, trans. 5, no tach, \$200 O.B.O. Ed Snyder, 818 W. Callowhill St., Perkasio, PA 18944. Phone (215) 257-2422 after 6 p.m.

Still have some 1964-65 Falcon stuff: excellent hood and trunk, \$25 ea.; convertible side glass, \$10 ea. piece; convertible gas tank, excellent, \$50; front bumper w/brackets, very good, \$60; 2 convertible boots: blue, \$15, and gold, \$35; rebuilt 289 w/3-speed automatic, \$200; good convertible front bench seat, \$30; tail lite buckets, very good, \$20 pr.; complete parking lite assemblies, very good, \$20 pr.; and much miscellaneous: chrome trim, interior stuff, lenses, horns, '65 V-8 convertible title and data plate, etc. Bill Kuecks, 1231 San Simeon, Hanover Park, IL 60103. Phone (312) 289-4929, evenings.

1964 four door Falcon Futura parts. Hood, decklid, all four doors (glass intact), tail lights, chrome apertures. Prefer to sell parts together. Send SASE for photos. Carl Chiaramonti, 3970 Merrick, Dbn. Hts., MI 48125. Phone (313) 563-1961, ask for Carl. Make offer for all parts.

PARTS WANTED

For '65 Ranchero, 1 pair red armrests. I have 1 pair black, will trade or sell, in excellent cond. Also 14" wire spinner hubcaps, I have set of 13" will trade or sell. For '64 Futura & '65 Ranchero w/289 auto, gear shift indexing tab. For '64 parts # is C4DZ-7A216-A. For '65 part # is C5DZ-7A216-A. Also need 1 radio speaker for Ranchero. Daniel Beisell, 2130 W. Cindy, Chandler, AZ 85224. Phone (602) 899-4567.

In need of NOS, or good used chrome strip for rear deck lid for '65 Futura. Call collect (501) 568-3116, Gene Reginelli.

For 1963 Futura Convertible: r. sunvisor with chrome mounting bracket, r. & l. door panels, l. arm rest. r. & l. interior quarter panel trim, interior kick panels. (All interior items would be nice if red but any color would be OK.) Left conv. top to quarter window rubber, gas cap, interior chrome moldings around windshield in good condition. Thanks, Rob Fayette, 1372 W. Axton Rd., Ferndale, WA 98248, about 10 miles south of Canadian border on I-5. Phone (206) 384-0297.

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The Falcon Club Store

Memo Pad ("Falcon Club of America") imprint	\$.50
Decal (National Club window decal)	1.25
Patches: National Club Patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
Falcon (rectangular, 2" x 4", red & gold)	2.25
Pins: Falcon Bar (red, white & blue)	2.25
Falcon Bar (smaller size, red, white & blue)	2.25
Falcon Script (silver)	2.25
License Plate (Falcon Club of America, white w/ red letters) ..	4.50
Books: 1960-1963 Reproduction shop manuals, includes V-8	30.00
Falcon Book (By Ray Miller, covers all Falcons - hardcover - 320 pages)	35.00
Falcon Book (By Phil Cottrill, covers 60-63 Falcons)	16.00
Falcon Poster (24" x 36", has 28 color pictures of Falcons)	4.00
Falcon Fender Cover (24" x 40", with Falcon imprint)	16.50
Convention Booklets (1980, 1981, 1982, 1983)50
Tire Key Chain (center imprinted w/FCA logo)	1.25
Falcon Club of America T-Shirt (Short sleeve, white with red trim; Adult S, M, L, XL; Child S, M, L)	6.50
Hat (Red with National Club patch on front, one size for all)	6.50
Sweatshirt (gray with red FCA logo; S, M, L, XL)	12.50
V-neck Jersey (white with red and white striped trim; S,M,L)	10.50



All prices include postage and handling. Be sure to state correct size.

Please make checks and money orders payable to **The Falcon Club**

of America. Send all orders to: **Ellen O'Dell**

**417 Valley View Drive
East Alton, IL 62024**